

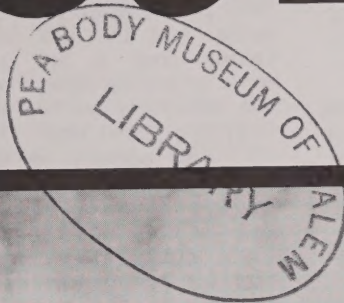
Twice a Month!



messing about in BOATS

Volume 10 ~ Number 3

June 15, 1992



COMMENTARY



BOATS

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Publisher & Editor, Bob Hicks

Our Next Issue...

Will feature an unusual small boat gathering, one of artists' boats on a pond in a park in Brooklyn, NY, "a boat grows in Brooklyn...". Also we'll look at a couple of "demo days" for canoes and kayak tryouts, and I'll have something on the Essex River Race for human powered small boats. Hugh Horton looks back on "Last Year was a Good One", crisscrossing the nation to sail and paddle, and Matt Malloy reports on the "Adventures of the Magic Pearl". Over on the design side we'll have Chuck Mainville's "Designing for Safety" analysis and Platt Monfort's "Snowshoe 16" geodesic for sliding seat or canoe paddle. And Phil Bolger's pram design will include useable offsets so you can build it from the magazine if you like, with his blessing. A couple of projects, a story on the launching of two 20' lapstrake cutters in the Pacific northwest's "Wake of the Explorers" from Sharon Brown, and the "Winter of My Discontent" by Russ Meade round things out.

On the Cover...

From the man who brought us those "clam trees" for our February 15th cover comes another unique Cape Cod conception, "a local outer Cape sail rig known as the "horseshoe crab rig". It is used in Pleasant Bay for the setting of quahog decoys (dare we ask what **THOSE** are?). The rig is not only self-tending but allows the boat to sail without humans." Thanks to Barry Donahue for continuing to enlighten us on the ways of Cape Cod small boat folks.

In this issue we launch another ramble into a bygone time via a serialization of an 1884 book, "Boating Trips on New England Rivers". Our thanks go to reader John Callahan of Lowell, Massachusetts, who photocopied this old book he ran across and sent us the copies. We've now done several of these old time reprints as serials because they capture some of the essence of the allure we are today trying to capture in our own messing about in boats. In a time before the automobile and aircraft and radio and TV and electric power (aside from a few cities) people were enjoying small boats in much the same way we try to achieve today, the "hard way" if you will.

The onrush of the industrial revolution and technology spurred by the demands of the Civil War had by the 1880's made it possible for a middle class to develop a desire for indulging in simple recreations. At the time Henry Parker Fellows wrote the little book we're reprinting, McGregor was popularizing small double-paddle canoes with big scale adventures in England and Europe and Rushton was in business providing similar craft to Americans wishing to adventure in small boats. Nathaniel Bishop's "Voyage of the Paper Canoe", which we serialized in 1989 and 1990, had been published a scant ten years. Fellows wrote about much more modest adventuring, his explorations of New England rivers were done in rowboats, and the rivers flowed through rural, but not wild, countryside and through villages and towns and even small cities.

While the rivers involved are all in Massachusetts and Connecticut, the nature of his experiences is universal for the type of stream, small, placid, with minimal amounts of derring-do involving rapids, and with comfortable shoreside accommodations or camping opportunities. The "cruises" were what I think of as "modest adventures", the sort of thing any of us can undertake without risking life, jobs, marriages. Pleasant outings. The geographic locus should not impede your enjoyment of the book if the nature of the boating appeals to you.

A really intriguing aspect of the rivers Fellows cruised upon, the Sudbury, Nashua and Housatonic, is that today they retain much of the same charms they had for him. During the intervening century, the Nashua, in particular, became heavily polluted from industrial wastes, but over the past decade, through strenuous efforts by some dedicated environmental activists, that river has been brought

back to an aesthetic quality that can again be enjoyed in a small boat. The Sudbury had been taken over in Fellows' time for Boston water supply, and he mentions in the book how some mills were abandoned on the river even then, as they had dumped dyes into the river from textile manufacturing and had to stop when Boston began to drink from the river. Today the Sudbury, deep within Boston suburbia, still has miles of undeveloped rural shoreline.

Focus today on enjoying rivers in small boats is heavily on the challenge of whitewater, with cover photos of guys going over waterfalls in tiny "squirt boats" decorating the paddling press. With most rivers dammed and controlled, this game depends on the dam proprietors (utilities mostly) "releasing" enough water to give the paddlers some whitewater in which to play. This is a challenging and undoubtedly stimulating sport which, it's reported in the journal of the American Canoe Association, still kills dozens of people yearly who literally get in over their heads. I'm not a whitewater paddler since I didn't even take any kind of paddle in hand until I was in my late 50's, so the pleasures of flat water are those which I can contemplate enjoying. Which is a reason why this book caught my fancy.

Fellows and his companion, both of whom are identified in the book as "Bow" and "Stroke" rowed in rowboats, ordinary craft that they could drag over broken down dams that got in their way, portage down embankments, or overland in wheelbarrows or farmers' wagons. The pleasures were more of enjoying the unfolding scenery and river conditions than in rowing as an athletic exercise. They do a lot of dragging over shallows. The boats are not described to us in detail, they are just "rowboats", means for going downstream on holiday, savoring the countryside from a different perspective. It was a time when outdoor recreation was not viewed as an attempt to achieve a "wilderness" experience, but more of an enjoyment of comfortable natural surroundings.

Past serializations we have run tended to focus on boating on the ocean and its bays and estuaries, even Bishop's paper canoe trip followed what later became the Intracoastal Waterway, mostly tidal waters. Living three miles from the sea most of my life, I tend to look out thataway rather than inland to fresh water boating. So this book is a change of viewpoint for us, we hope you enjoy it.

BIRCHBARK CANOE BUILDING

Bart Howe of Huntington, VT, builds a birchbark canoe in the traditional manner at the Lake Champlain Maritime Museum in Basin Harbor, VT, from June 29 to July 10. (802) 434-4235.

AND BOATBUILDING COURSES

Three boatbuilding courses are offered by the Lake Champlain Maritime Museum; Planking a Lapstrake Canoe with Geoff Burke July 5-10, Cedar Canvas Canoe Construction with Horace Strong August 23-28, and Dory Skiff for Oar or Sail with Greg Russell October 4-9. Don Dewees or Debbie Lalumiere, (802) 475-2317.

FRIENDSHIP SLOOP REGATTA

Friendship sloops gather again in New London, CT, July 4-5. (203) 443-8331.

ERIE CANAL CANOE RACES

Flatwater canoe races of 5, 15, and 29 miles take place on the Erie Canal at Marcy, NY, July 11th. (315) 736-3036, 736-0511.

CROCKER MEMORIAL RACE

The 26th Annual S.S. Crocker Memorial Race takes place July 18 at Manchester, MA. Jim Justice, (508) 526-7582, Jerry Jodice, (508) 526-4075.

BRIDGES POINT 24 RENDEZVOUS

The 2nd Annual Bridges Point 24 Rendezvous & Regatta is on July 25 at the Bridges Point Boatyard in Brooklin, ME. (207) 359-2713.

LAWLEY RENDEZVOUS

The Lawley Boat Owners Association gathers at Mystic Seaport, CT, July 25-26 for their annual rendezvous & symposium with 8-10 boats expected. Dr. Albert Hickey, (617) 862-3390.

SEINE BOAT RACES

Gloucester's famed seine boats, multi-oared pulling boats, race in Gloucester (MA) harbor July 27th and 28th. Joe Novello, (508) 283-4367.

BOATBUILDING COURSES

The Brookfield Craft Center in Brookfield, CT, offers three one-week boatbuilding workshops this summer; Norwegian Pram with Dave Foster July 27-31, Adirondack Guideboat with Steve Kaulback August 17-22, and Ultralights with Tom Hill August 24-28. John Russell, (203) 775-4526.

MODEL SHIP BUILDER SYMPOSIUM

The Manitowoc Maritime Museum of Manitowoc, WI, has scheduled a Model Shipbuilders Symposium in conjunction with its 15th Annual Model Ships & Boats Contest on August 1-2. Jeff Phillips, (414) 377-7888.

HAPPENINGS

POCKET YACHT RENDEZVOUS

The New England Pocket Yacht Association holds its summer rendezvous August 1-2 at Winter Island Park in Salem, MA. All trailer sailors are invited. Richard Earley, (508) 342-1883.

BOSTON ANTIQUE & CLASSIC BOAT FESTIVAL

The 10th Anniversary Boston Antique & Classic Boat Festival has relocated for 1992 to Marina Bay in Quincy, MA, on August 8-9. Ralph Cutting, (617) 489-1137.

WAR CANOE NATIONALS

The cancelled spring War Canoe Nationals have been rescheduled to August 8-9 at Old Town, ME. Russ West, (207) 295-8918.

KEUKA LAKE WOODEN BOAT FESTIVAL

The 2nd Annual Keuka Lake Wooden Boat Festival is on August 8-10 on the Keuka College campus on Keuka Lake in Penn Yan, NY. Ellen or Afra, (315) 536-2258.

COLUMBIA RIVER ROW-IN

The Lower Columbia River Row-In is on August 9th at the Columbia River Maritime Museum in Astoria, OR. Rachel Wynne, (503) 325-2323.

OLD BOATS, OLD FRIENDS

The 4th Annual Old Boats, Old Friends Classic Wood Boat & Model Show is on August 20-23 at the Festival Hall on the harbor in Racine, WI. Bruce or Judy Renquist, (414) 634-2351.

LAKE GEORGE ANTIQUE BOAT SHOW

The 19th Annual Antique & Classic Boat Show on Lake George, NY, is on August 21-23 at the Castaway Marina in Lake George. Neil Satterly, (518) 356-4405.

THE ARTISANS SCHOOL

The former Rockport Apprenticeship in Rockport, ME, has now been transformed into The Artisans School, a three-year college aimed at developing ability to undertake self-sufficient economic endeavors, with training based on traditional boat building. Joshua Williamson, (207) 236-6071.

BOSTON WOODEN CANOE CHAPTER

A few interested wooden canoe enthusiasts in the Boston, MA, area wish to organize a chapter of the Wooden Canoe Heritage Association in their locality. Bill Conrad, (617) 698-7649 or Elisha Lee, (508) 785-1653.

"KATAHDIN" CRUISES

The Moosehead Marine Museum offers regularly scheduled cruises on Moosehead Lake on its restored steamboat "Katahdin" throughout the summer and early fall. (207) 695-2716.

NAUTICAL FLEA MARKET

The Suffolk Marine Museum in W. Sayville, NY, hosts weekly benefit nautical flea markets week-ends throughout the summer. Donations are accepted, no vendors. (516) 854-4974.

POND MODEL EXHIBIT

The North Star Models of Transport Galleries in New York city is now featuring a collection of "Pond Models 1880-1991". (212) 794-4277.

SUE'S EXPANDED CALENDAR

Sue Plummer of the Delaware Valley WCHA has compiled a comprehensive listing of small boat events along the Atlantic seaboard, paddling, rowing, sailing. Call for a copy, (215) 238-9603.

TOWN CLASS SEEKS MEMBERS


The National Town Class Association invites anyone interested in one-design racing in Townie sloops (no boat necessary) to join with them for a summer of fun afloat. Elwood Willey, 6 Stone Hill Terr., Walpole, MA 02081.

FORGOTTEN CREDIT

We failed to credit David Stookey of Duxbury, Massachusetts, for his "Log of Passage" feature story in the May 15th issue about rowing across the Bay of Fundy in a 14' open dory..



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ABOUT THAT MARSHALL 18

I really enjoyed the short piece in your March 15th edition on the "Marshall 18". That was the first "big" boat my wife and I tried to purchase. We ate hot dogs and macaroni and cheese for six months to save up the down payment. The night before we were to buy the boat, the owner, who was well into his seventies, called me and with a trembling voice told me he simply could not part with his lovely boat. Although he could no longer sail without difficulty and pain, he and his wife had so much of themselves woven into the little boat that had lived with them on the mooring on the other side of their living room window that it would be impossible for them to live without her.

Breck Marshall, and John Garfield and everyone at Marshall Marine, as well as anyone else who designs and builds beautiful little boats, have an impact on all our lives that they may never entirely comprehend.

Fred Bennet, New Bern, NC.

PS: My area is hard to beat for small boating, if any readers think they might like to try the waters around here, I'd be happy to talk with them. They can call me daytimes at (919) 636-2477.

OVER 100 FEET OF BOAT

We own more than 100 feet of boat, divided up into various kayaks, canoes, rowing shells and several catboats (surprise). Invariably, it's the small simpler ones that get used most. I think this is true of your magazine. It's simple, it's pleasant and it gets read.

John Garfield, Marshall Marine Corp. S. Dartmouth, MA.

PICTURES OF "MOMENTS"

Do you have slides which exemplify moods or feelings from wilderness paddling experiences, be they canoeing, rafting, kayaking or rowing? If so, I am interested in reviewing them for possible publication in a book entitled "Moments".

Please submit duplicates of your slides for consideration. Briefly note why they have special significance for you. Should I choose one or more of your pictures, I'll ask you to develop a paragraph or two to fully convey your feelings engendered by the picture(s). This may be done in prose, free verse or poetry. Also include data on camera, lens, film, exposure and location.

If I do choose one or more of your pictures, I'll then sign a contract with you stating the terms of useage and payment for your material. Once this is done, originals of the slides will be required for publication.

Will Nordby, 5 Carmel Dr., Novato, CA 94945.



LET YOUR LIGHT SHINE

Modesty is an admirable virtue and often in evidence among boatbuilders. That is to say real boatbuilders rather than salesmen not yet disabused of the notion that there is money in boats.

Modesty, however, is not much help in bringing in business. To make matters worse, most dedicated boat builders are too busy to make more than a token effort at publicity.

There are more opportunities to show off your work than are apparent at first glance. For instance, my good friend and customer Tim Mayer finishes out some of my hulls up in West Buxton, Maine. He also holds down a job at Bath Iron Works. It happens that BIW puts out a calendar featuring employee photos. I was idly leafing through a copy thinking, "nice of Tim to send this to me" when, BAM, there was Tim's Livery mirrored in the tranquil waters of a sylvan setting. Gorgeous. Tim does nice work.

Some while later Tim called, wondering how his Livery got on the cover of "Boat Kits & Plans". It seems that Tim's elegant craft was attributed to some obscure outfit in Colorado. Well, I am embarrassed. No chance of ever running for President now!

Tim, like most of my customers, has sent me some photos of his work, and I, in a hurry to get some stuff off to "Boatbuilder" magazine, evidently picked up the best photos around. Well, no doubt it's a lovely boat and a great photo and Tim deserves all the credit.

If you are looking for such a boat, contact Tim Mayer at RFD 1, Box 307, W. Buxton, ME 04093, (207) 727-3660.

"Boat Kits & Plans" comes with a subscription to "Boatbuilder", Box 420235, Palm Coast, FL 32142, (800) 786-3459.

Jim Thayer, Grand Mesa Boatworks, Collbran, CO.

ABOUT THAT BOATBUILDER ORGANIZATION

I wish to thank your magazine for enabling me to locate Tony Dias (Marine Design & Construction, 106F Tillson Lake Rd., Wallkill, NY 12589) who has a marvelous catalog of designs. He has created my "perfect boat" and when my financial state recovers from its recent downhill slide I hope to order one to be built for my retirement a few years from now.

I disagree, however, with his thoughts on a builder organization ("Your Commentary, May 1, 1992). There are potential buyers who do not get to boat shows in Maine or Newport and do not realize that so many traditional wood/custom builders exist. It is prohibitively costly for each builder to take boats to all the shows, and I believe a compromise exists.

The builder organization I have in mind would make an appearance at shows on behalf of all its members and could display photos of participating builders' boats with pertinent data on them, individual builder catalogs and brochures, and a directory of the builders. I consider myself a serious looker who was quite discouraged by sending out a number of small checks for catalogs that turned out to have nothing of interest to me. I don't wish to suggest adding to builders' overhead because this is reflected in the price of the boats, but I do believe that by working together to reach new markets the builders will do better and that will benefit potential buyers like me.

Your magazine is a sort of gesture in this direction, through which we readers learn of the existence of the builders who advertise with you.

John Smith, Belleville, NJ

MISSES THE ALBANY SHOW

My Dad and his buddy and I travelled up to Albany for the past two years to the boatbuilders' show and thought it was fantastic, in fact my Dad commented that he thought it better than the last one of those wooden boat shows at Newport three years ago. We met some grand folks there in the small boat fraternity, it was a pleasant place and we didn't have to pay a steep entrance fee. There's some boats at the Clearwater folk music festival over in Valhalla near here, but the \$17 to get in is kinda steep for some of us small boaters.

Something else that's come up for us is this "users fee" in New York for canoes, kayaks and rafts. I wondered if anyone knows where it's at and will it apply to rowboats too?

Pete Androski, Yorktown Heights, NY.

LOOKING FOR A MAST

In response to Dick Randall's letter a while ago about looking for a mast, I found that used masts could be found at reasonable cost but it takes a lot of looking. To replace a 28' mast on my Searunner 25 trimaran, I began by looking at new equipment. The best prices I found were at Merkt Marine, P.O. Box 4988, Emerald Isle, NC 28594; JSI, P.O. Box 20926, St. Petersburg, FL 33742; and Lestsell Marine Products, 13700 Firestone Blvd., Santa Fe Springs, CA 90670. All of these outfits sell individual parts, kits, whatever you need.

Even at discount prices and with re-using as much hardware off the old wooden mast as I could, the replacement cost was going to be around \$1,200 to \$1,300. So I started calling every marina and rigger I could find a phone number for from Cape Cod to Annapolis. I finally found what I needed at a yard in Annapolis and they delivered it to me in Pennsylvania for \$500 all in. I had to do some work to fit it to the boat's tabernacle, add spreaders and halyard exit plates and fit a new anchor light, but the price was right.

Dave Dawson, Northampton, PA.

IRRESISTIBLE STUFF

I'm almost entirely a canoe addict, have never sailed, and don't know a jib from a boom, but find the stuff in "Messing About in Boats" pretty irresistible and some of it downright useful. I'm getting ready to build one of Gil Gilpatrick's canoes, the "River Runner" and will use a square stern for more efficient inland lake fishing than I can do now with my three present canoes.

Jack Davis, Coalton, WV.

NOT ABOUT RACING

The "Wind in the Willows" was not about racing or other great feats of human endeavor. It was, I feel, more about stopping, looking and such gentler activities that do not seem to be so highly valued today. Simplicity is another one of those values, and this is a charm of traditional small boats powered by their occupants or the wind.

Jan Marks, Woodslee ON, Canada.

LOOKING FOR A "DRAGON'S TAIL"

I am trying to find out about "dragon tailed" boats, small boats powered by modified 5-10hp air-cooled engines driving a long straight shaft at a flat angle over the transom. I have seen one up here and know they must be sold somewhere but cannot find out where. This is my poor man's answer to the jet drive. Maybe some readers would know.

Smiley Shields, 2140 Shore Dr., Anchorage, AK 99515, (907) 344-6220.

CAUGHT HER INTEREST

I would like to thank you as you and your publication have been instrumental in awakening my wife's interest in boats. For the past five years of marriage I have had untold numbers of boating publications around the house which have never been picked up by my wife except when they were on top of something else she wanted to look at.

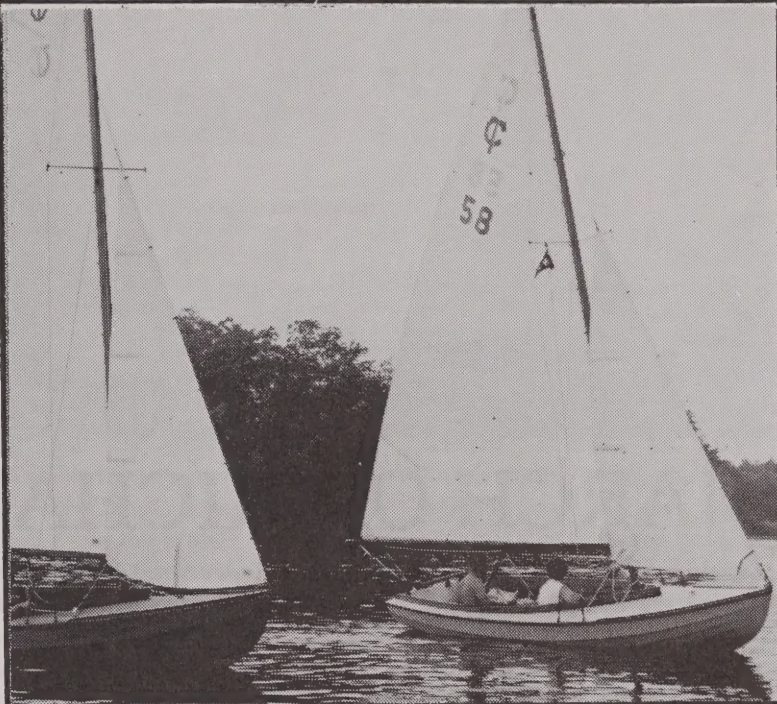
Linda bought me a subscription to "Messing About in Boats" for my last birthday, and I have just now discovered that she has been reading them before I even know they have arrived, and looks forward to their arrival as much as I do.

Kevin Brennan, Baltimore, MD.

CONCERNED ABOUT "BOATS"

I have noticed recently that reference to "Messing About in Boats" has been shortened to "Boats" in many articles. I find this abbreviation worrisome. A large part of my enjoyment of "Messing About in Boats" has been the "messing about" (although Ratty was certainly no slob) and your particular quirky personality as expressed through the content of "Messing About in Boats". The abbreviation to "Boats" connotes a larger and broader interpretation of the afloat on the water concept. Perhaps this is the direction you wish to move towards. For me, I will always look for the "messing about" with my "ratty" friends.

Rob Hare, Kingston, NY



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MARCH ON RICHARDSON BAY

I had decided to let the wind and tide determine the course. After all this was to be a vacation, if only for a couple of days. And so we set off from Sausalito's Galilee Harbor, SLEEPER and I, enveloped in a balmy southerly, on the back of the lazy flood tide. Salt water was at this very moment filling the ditches and channels in the nether regions of Richardson Bay, our destination this Wednesday morning. Though it was a weekday, powerboats still plowed the channel off Sausalito. One came close to my little cruiser, and a cheerful voice rose above the sound of the engine, "Hey, I like it! Wow, a solar panel!"

I shift position down from the side deck to a thwartships slouch, my feet on the lee deck, my back cushioned by a PFD against the weather cockpit side. We slide past Clipper Harbor's breakwater pilings, each surmounted by a gull or a

cormorant, weather cocked into the light breeze. The shiny, black cormorants spread their iridescent wings to the sun, looking like symbols of some medieval empire. The hum of morning traffic drifts off the land. We are moving at a fast walking pace, now, among the fantastic anchored houseboats off Gate 5. During World War II, when most of this waterfront became a shipyard, it was divided into security areas. The security is long gone, but the names endure.

Old pilot houses, and walls of multi-mullioned windows, some with tinted panes, pass by. Aged macrame curtains, ferns and bookcases appear dimly behind the glass. Here's a floating garden with a windmill. Beautiful, uncommon, junk! The sound of a trumpet comes from somewhere in the jumble of boats alongshore. My wake curls away. In the narrowing waters off Strawberry

Point the current quickens. Houses stare vacantly down from the hillside. The morning traffic crawls like a string of shiny beads on the hills above Sausalito.

Though the breeze is still damp, the sun is warming the air. I shift position again to lie in the bottom of the cockpit, feet on the bridge deck. The increasing breeze cancels the increasing drag caused by my weight being shifted astern. The corners of the transom dig into the water, but I'm in no hurry. A colorful, little floatplane taxis out from the Heliport. Hope he sees me. I steer into the shallows along the Strawberry side. His engine's warming up. The plane turns into the wind, accelerates, leaves the water, the engine shakes me as the plane flies by.

It's now 1 1/2 hours to high water. Da Silva Island, which isn't really an island anymore, passes to

leeward. The house of brown wooden pillars on the shore is like some nature temple. An older, white farmhouse looms behind a thin screen of skinny, eucalyptus trees. I'm just a mile from my own house. I strain to see it (my old felt hat cushions my thinning scalp against the edge of the transom.) The freeway bridge that spans the north end of Richardson Bay is just ahead. I pay more attention to steering, now, aiming to pass through the channel between the fender piles. Vehicle tires hiss across the concrete, and rubbery thumps echo in the cool shadows below. The chart says:

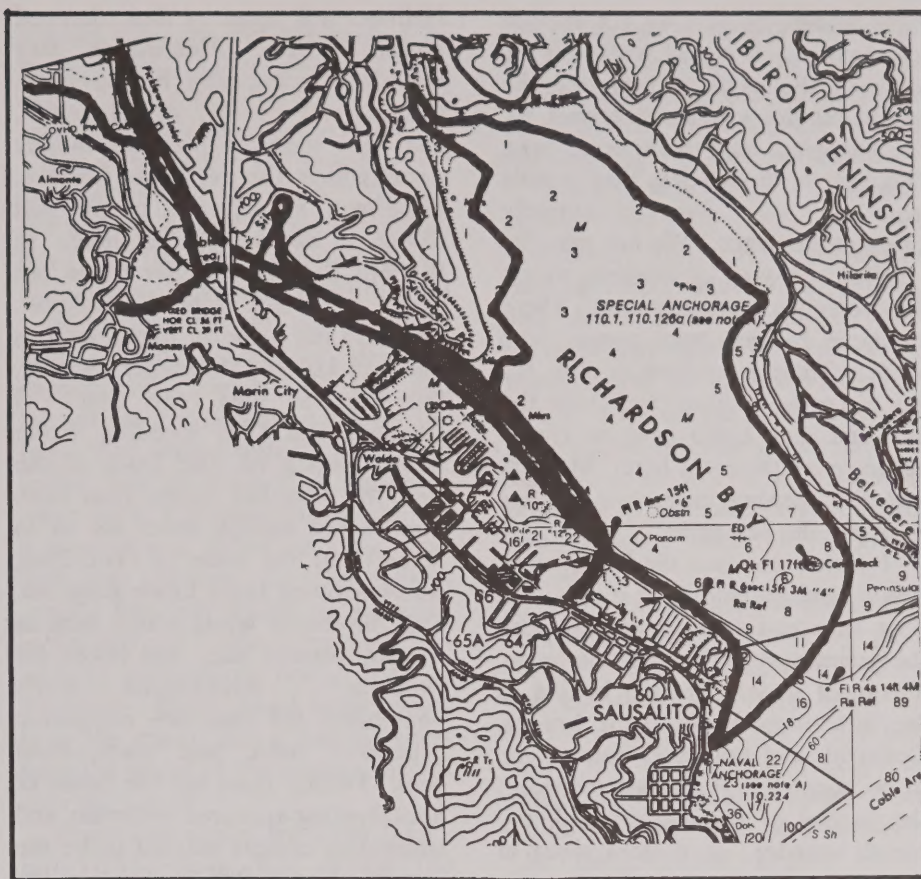
FIXED BRIDGE
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I think we'll make it.

A gull on a piling observes me with first one eye, then the other. Just beyond the bridge fishermen in aluminum chairs sit, and stare. A sailing boat is a strange sight this far up the bay. It's hotter here, less wind, and the current carries me through the lee of the bridge. I'm glad to be getting away from the freeway noise.

The wind shifts, quits, and I tidy up the boat. A breeze returns; hemispheric bubbles and sticks pass by on the surface of the water. Up on the side deck I gaze back down the bay through the bridge. People work in the offices behind tinted glass. A baby egret, with black legs, works beyond the rip-rap in the shallows along the shore. My house is off the port beam, now. I would be thrilled to look down from my window to see such a little cruiser in these waters.

Mill Valley Harbor is a broad in puddle in the stream that feeds Richardson Bay. It's surrounded by lumpy hills, and blue-green Mount Tamalpais cuts high across sky to the northwest. Redwood buildings dot the hills, and paths along the water stream with dog walkers, joggers, and bikes. The sound of chimes from Tam. High's square bell tower drifts across Bothin marsh. It's eleven o'clock. Rows of old pilings moldering in shallow coves cause me to wonder if scow schooners and sloops once served Mill Valley. A



walker overtakes me. I furl sail, and unstep the mast in preparation for passing under the arched footbridge. Here the waterway is only 20 feet wide. The walker gazes down, bemused, from the bridge. I raise the rig again, to sail the few hundred feet to the end of the channel. I turn in the stagnant water to row back against the breeze to the bridge, lower and re-raise the rig, and tack back down the harbor. People peer from cars. Workers stop for a moment for this strange sight, and school kids yell, "Tally ho, old man." I'm probably the first to sail here since my brother did, 20 years ago. The wind grows puffy and the tide will soon ebb.

We slip under the bike path bridge up "Safeway Slough." Its real name is Corte Madera Creek, but years ago we named it for the supermarket nearby. The clocktower bell strikes twelve. I pull to the side for lunch, anchoring by thrusting the daggerboard into the mud. Wind rustles the furled sailcloth. For lunch there's tuna sandwiches and cranberry juice. Pulling the board up again, I waft up stream against the

increasing ebb, eating a cookie. Blossoming trees arch over the stream forming an airy tunnel. Ducks quack along the edge. Light beams, cast shadows through the green water onto the pebble bottom. The air is sweet with flowers. Senior citizens watch from their windows, and a man with a hoe walks to the bank to give me a friendly wave. I lower the rig again to scull further upstream beneath the Alto road bridge. Here, just beyond the bridge, there used to be a garden. It had stretched like a string between the bank and a board fence. Once, years ago, I came here in a rough boat with friends. A crinkly faced old man with a French accent had said with warm humor, "I'll bet that you boys made that boat yourselves."

I turn to go back. There are buildings and businesses along the bank. Music plays behind garage walls. A man in a white coat at a desk waves heartily, and two women behind a window smile a greeting.

The afternoon wind blows strongly. I re-enter the bay, and after a short sail, anchor and prepare to slip beneath yet another bridge into

"Cala Slough," named for yet another supermarket. It is real work rowing, for both the swift current and the breeze set down channel against us. I'm scooping mud with both oars. This slough, though less than a mile from the last, has an entirely different character. We are entering a valley. A wall of conifers meets the eye as we work upstream. There are more bridges, tract homes, bike paths. There is no time to stop, for the water is rushing back into the bay, and soon I will have no choice but to spend the night here. My oars and the rushing current carry me back into the bay again.

I anchor just past the lower bike bridge, and go below for a nap. An hour later and we're underway with the summer westerly abaft the beam. The quiet sloughs are left behind as the little scow heels to the breeze. Drops of cold salt spray remind me to be attentive. A further reminder: the jiggling of the daggerboard, my "depth sounder," as it skips along in the mud.

Soon the glistening mud will be exposed, and the houseboats at the

Heliport will squat in their dredged puddle. The Richardson Bay waterfront community is diversified. Commercial fishing, vessel repair, and light industry provides money upon which the residents survive. Fishermen, artists, crazy people, and charlatans all live together here. In the '60s hard rock music rolled out across the water from the Heliport. This was the home of bands such as the Quicksilver Messenger Service, the Electric Flag, the Son's of Chaplin, and Otis Redding wrote "Sitting on The Dock of the Bay," on a sunken freight boat here. There's just enough water for us to reach in by the boats of Gate Five, where a young Huey Lewis hung out. Shel Silverstein wrote songs, such as "A Boy Named Sue," and books for children. Richardson Bay's houseboats fall into two categories: expensive ones, and owner-built ones. Twenty years ago the future of houseboating appeared uncertain, and convention centers seemed to be the coming thing. But fortunately the strong local community prevailed. The houseboats shelter us from the

wind. The wind blows strongly in the gaps between them. We make erratic progress.

Soon we're in deeper water off Gate Three. Along the western shore the shallow draft houseboats give way to deep-draft sailboats and powerboats. The Co-Evolution Quarterly/Whole Earth Catalogue had its office on the old Napa Street pier, right next to the, long gone, Tiki Junction where Stirling Hayden wrote "Wanderer," in an old rail car. Chris Hardman's Antenna Theater is still here. Our country's second most lucrative export is entertainment.

And so SLEEPER and I retrace the morning's course. In late afternoon the wind dies for the day. I pull the daggerboard up and brail the sail to the mast. We continue under oar power. "Hey Sleeper, where're you goin' this time of night?" It's Tom, another dinghy enthusiast, aboard his ketch at Galilee Harbor. "Points South." I answer, hinting at adventure. "You're crazy," he replies good naturedly.

The big marinas off Sausalito are quiet. The air is almost warm as the sun sinks behind the hills. I row. The incoming water washes around the piles and breakwaters. It's slow going, but I'm in no hurry. There's little traffic on weekday evenings, and the channel off Sausalito is beautifully peaceful. The only sound is the thumping of my oarlocks. Cooking odors, grease and onions, drift in the air. I recognize Chinese, burger/bar, and seafood. The cooking smells are mixed with that of the seaweed that clings to the pilings, which themselves add the faint, acrid odor of creosote.

The Sausalito yacht club is empty. Auto headlights flash through its plate glass doors and windows as the evening traffic moves along Bridgeway. Just as we round the old ferry slip the starboard oarlock breaks. I quickly slide an oar into the stern notch and commence sculling. Later I inspect the broken metal, and find that it is glittery and crystallized. Past the ferry landing, and just past the non-functional landing steps, I drop my four pound anchor. I had planned to spend the night in a

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deserted cove farther down the shore, past Sausalito, but sculling against this current is a losing proposition.

Dinner is prepared and served from the portable galley-box. I eat and clean up in the cockpit. Below deck, snug in my sleeping bag, I listen to the waves slapping the bow, and watch yellow moon through my oval porthole. Lights along the Oakland-Bay Bridge suspension cables shine like dew on a spider's web. A cool breeze enters the partially open hatch, making the flannel bag seem cozier. Ashore, young people, boys and girls call to each other in the night. There's no need to go on deck again; the mast and sail are lashed down along the grabrail, the daggerboard is in the cockpit, and the rudder is unstepped.

I put on my headphones and become absorbed in a radio program. The subject of the program is urban expansion. Peter Calthorp, an innovative, local architect proposes "node" communities, in which foot and bike transportation is "designed in." I weigh these ideas, which, short of an unlikely population decrease, seem good. I'm just about to turn off my receiver and drift to sleep when I'm absolutely electrified. The skylight is brilliantly illuminated by a palpably warm light! My first thought is of a flying saucer. I tear off my earphones, and throw open my hatch. A robotic voice commands: "Come out of there." Squinting, I make out the silhouette of a man standing in the sky above me. The shape of a powerboat's bow emerges below him. It's the U.S. Coast Guard. The man says there has been a report of a drifting dinghy. "I'm anchored," I say. "What are you doing?" "Sleeping," I say. "Where are your numbers?" "Don't need 'em, I'm less than eight feet long." The voice fumbles..."Well, er, what's your name, then, and where do you live?" I think to myself, "I'm living right here," but decide not to panic him, so I give my name and address. The figure recedes toward the stern of the vessel mumbling at a hundred decibels "...we'll just have to check....," and the cruiser roars off into the night, which seems all the

black, now, for I'm still blinded by the spotlight. Sleep does not come easily, and I resolve to seek less accessible anchorages in the future.

I'm awakened in the morning by the approach of the ferry. Tired, I did not sleep well, I begin another day. The tidal current is setting into Richardson Bay, and a light, cool wind is blowing off the Sausalito shore. I ship the rudder, slide the daggerboard down into its slot, and set sail for the Belvedere side of the bay. The little Danforth comes up easily, and is washed in the bow wave while I prepare breakfast. It's a sweater and jacket morning, with high, gray overcast. An eddy pulls us toward Raccoon Straits, so I anchor again and eat. The ferry pulls out with its commuters, bound for San Francisco. Black, diesel smoke pours from the stacks, and a few moments later the sound of the engines arrives over the water.

Underway again, we work back into Richardson Bay along the Belvedere cliffs. Cone Rock, which is really two rocks, passes to windward. Strange, large houses perching on the brink have an old, established look; yesterday, the houseboats I passed seemed alive. These houses seem unoccupied. Unused boat tie-ups and elaborate launching machines crouch at the water's edge. As we sail inland the houses assume a lower, more modern look. The wind increases, and becomes more westerly. The wind is softer now, and the tide is with us. I jibe to tuck around Belvedere into the cove along the highway. Houses here are on pilings at water level. The shore is fortified with miles of gray rip-rap. Gentle, wintergreen hills rise behind. Loons swim in formation and hoot. A floating sign proclaims:

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I parallel the shore on a line just outside the markers. There's not much more to see, even by sailing closer to shore. The wooden framework of a large new house rises just inland. The colored lights of a traffic signal appear through the trees. It's grayer and cooler; I

button my jacket, then tack to avoid a flock of feeding birds. From somewhere over the peninsula an electronic fog horn sounds: it's the horn on Angel Island's Point Blunt.

For curiosity's sake I continue sailing, but the best day was yesterday. This part of Richardson Bay isn't very interesting. Rip-rap and development seem to have subdued any spirit. There are no marshes, and no unorganized private places. I recall that marshes are said to be the most fertile places on earth. The work of artists and scientists proceeds in the sanctuary of garrets and garages, which are akin to marshes.

There is encouragement in the channels behind Strawberry point. Here are older houses with boat tie-ups and boats that look as though they are actually used. As I poke down one channel, a fishing boat chugs out from an adjacent one. Children's toys are strewn about. The daggerboard jiggles in the shallows. I tack out to the marked fairway that runs along the east side of Strawberry Point. SLEEPER plunges forward into the short chop. We beat back up the Bay, retracing yesterday's course because I intend to sail behind Da Silva Island. As we approach the 15 foot wide passage that leads into the uncharted lagoon behind the island, I realize that we are being rapidly sucked in. The rushing water must be moving at least 10 knots. It gurgles and washes us along. A rusty pipe across it bars our passage above, and rocks loom up from below. Suddenly the board hits one, stopping the boat with a lurch. With effort I pole out of the channel. Once away, we sail off the wind into open water, back toward the old Sausalito waterfront.

The afternoon sun shines, and cheerful little whitecaps cover the bay. Ashore artists with easels are recording the old Napa Street pier. I contrast the evolved waterfront with the planned one. The watercolorists are here to mark the end of an era.

My friend Tom stands on the end of the old pier. "Where've you been?" "I knew you were crazy," he says with an envious gleam in his eye, after I tell him.

Derek Van Loan



Chris Berg and his sons prepare to go out in their 11 ft skiff built to a Robert M. Steward design. David Gulley's modified Bolger Felucca design for fiberglass construction, giving it a rounded bottom.

Report & Photos from E.H. Brock

1ST HOUSTON MESSABOUT

A few boat fans met at Armond Bayou's Bay Area Park for a "Messabout" May 2. Armond Bayou is a wildlife preserve a few miles from Houston. The park has a convenient launching ramp, and the bayou winds through surprisingly undeveloped land with a variety of birds and even deer.

At this event, most boats were homebuilt. Each arriving boat was studied and discussed. Builders ruefully commented about how long the construction took on their boat. David Gulley: "This is my six month project started in 1987" This one-off fiberglass was modified from Bolger's Felucca design. David made so many changes until Bolger said he had created a new design.

Jerry Tuttle showed up with his Bolger Surf skiff, even though his mast had broken when he turned over and the mast stuck in the mud bottom. A power boat came to help, but the mast broke before the mud released it.

Boats were admired, problems related & laughed about, ideas and features noted, and some other people's boats tried. The meeting was enjoyable, and we all agreed to try meeting twice a year, tentatively in October and April.

Jerry Tuttle put tubes into the bow compartment of his Surf for oar storage. Jerry studies "Glass Slipper," a 14 ft. kayak James Gay built and covered with sheet plastic.



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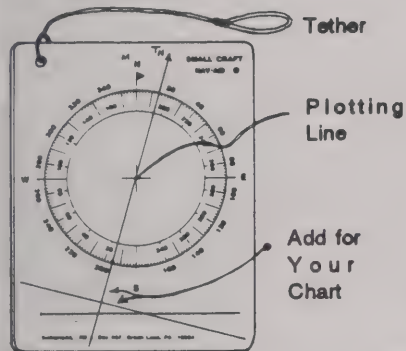
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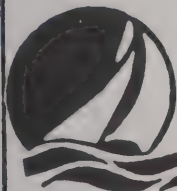


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"Whitecap" on the Wind

When I was about 15, back in 1928, I found an abandoned row boat and converted it into a sail boat. It was only 14 feet long and 4 foot beam, but I put a gaff sail and a jib on it totaling 115 square feet. This is about twice as much sail as a boat that size should carry, but I put 50 pounds of lead in the daggerboard and built wide side decks, and this helped bring the boat back up when I dipped the spreaders near the top of the mast into the wave tops. The Muskegon harbor master, Otto Fricke, himself a wild sailor, nick named my boat the Coffin. I called her the White Cap.

One evening my nine year old brother and I sailed across the lake to go to a carnival. I should have known a storm was coming up, or maybe I knew and chose to disregard it. I don't remember now. I had become weather wise early in life, so I think I should have known. If so, I should have had some part of my anatomy kicked real hard for taking my brother along. Anyway they closed the carnival down early because of the wind. Now I should have put my little brother on a bus to go home, but I had every confidence in the world that we could make it across the lake in my little boat, and if we didn't, with a wind like this it would soon blow us ashore.

When we got down to the lake the waves were hitting the dock and the wind was blowing spray over it, but my boat was on the lee side of the dock. I lashed the boom down tightly on it's portable horse and

tightened the lazy jacks so they would act as back stays. This tightened the fore stay so it would better carry the jib and strengthened the mast. I wrapped Lee in a cork life preserver and told him to lie in the bottom of the boat. I raised the jib, and we shot out into the lake.

The wind was in the southwest giving it quite a fetch down the lake and making some pretty rough seas. The boat with the wind broad on the beam was pretty well heeled, and when the waves hit the side of the boat they would come right over, but the wind was blowing so hard and the boat was so narrow that they would blow over instead of dropping inside. Sitting on the deck I could see this happening, and knew we were doing fine, but poor little Lee thought we had sunk, as all he could see was water overhead. I don't know if the thought occurred to him that if we were indeed under water he wouldn't be able to breath.

My strategy was to cross the lake keeping somewhat to weather of our slip and then run down wind until the lights and the land marks on the opposite side of the lake were in line with our slip and then run in, as there were no usable lights on our side of the lake. I must have misjudged time and speed, because at the moment I turned down wind I spotted the waves breaking on the windward side of our slip. I was in too close to shore. There was nothing left to do but sail right into the city dump, just upwind of our slip. We were in sheltered waters now, though, and tied up to two pilings left over from the lumbering days. I waded ashore with Lee on my back.

When we got up the hill we found traffic blocked by a big limb that had blown off a tree. Our mother and father were too glad to see us to bawl me out much, or at least not enough for me to remember it. The only bad thing about it was that Lee would never sail with me again. If I asked him to go sailing he would wet his finger, hold it up, and if he felt any wind he would shake his head no.

Richard W. Schaab

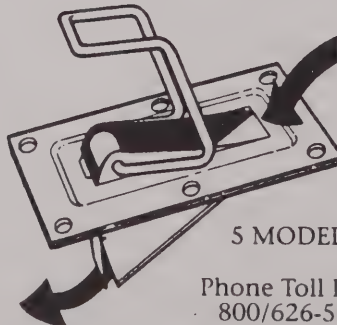
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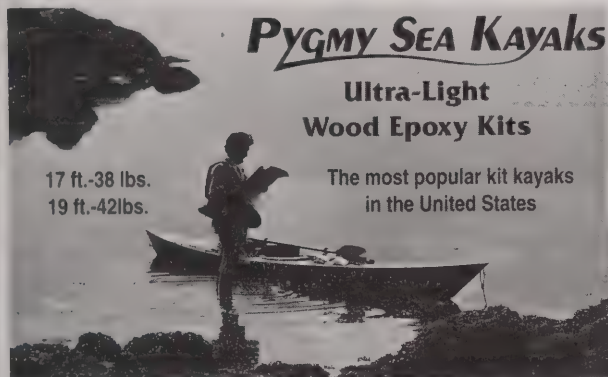
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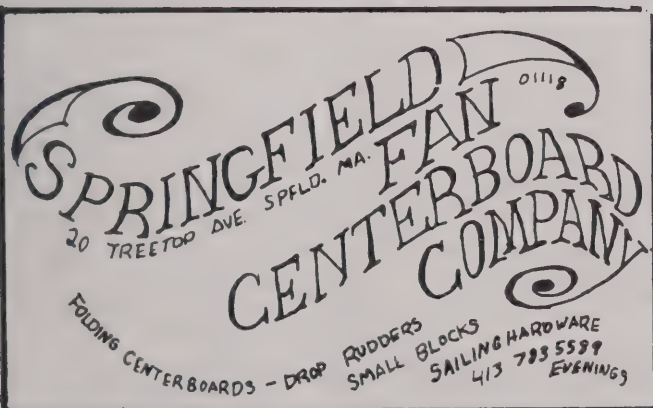
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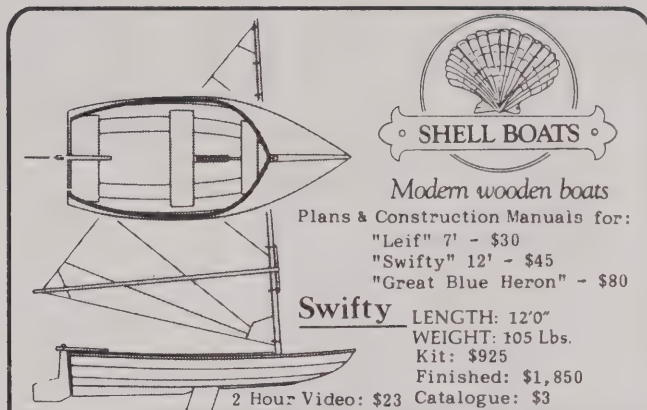
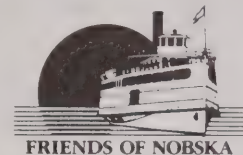
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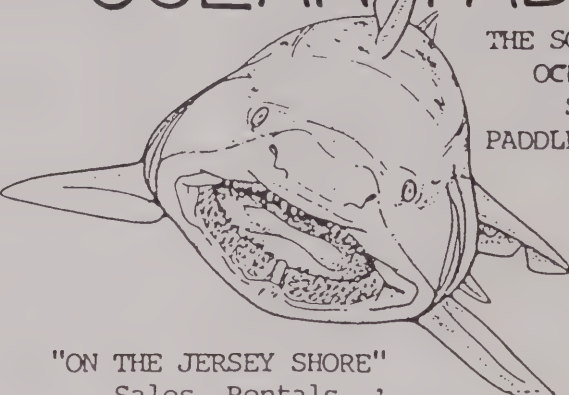


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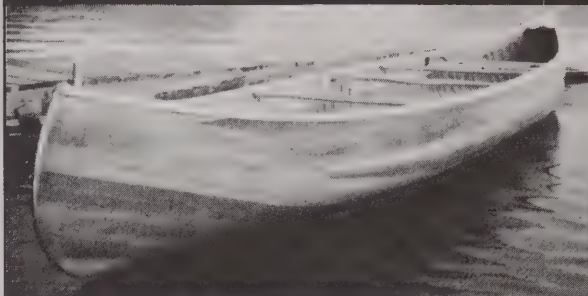
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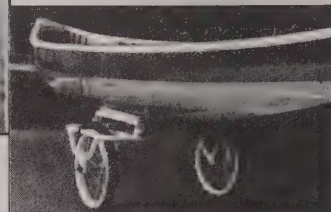
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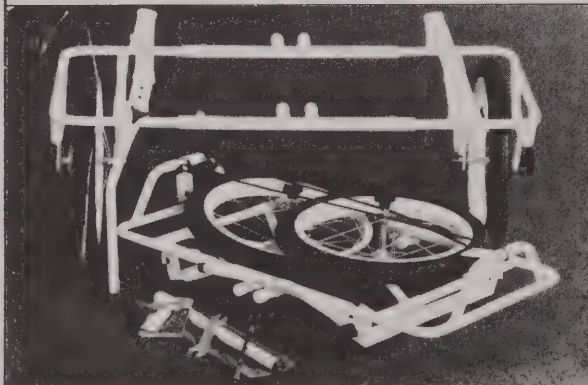
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Connecticut Canoe Day

Sponsored jointly by the Columbia Canoe Club and the Connecticut Canoe Racing Association, Connecticut Canoe and Kayak Day was held at Mansfield Hollow State Park on Sunday, May 3, a clear, blustery day. Though the program called for a variety of workshops and clinics as well as celebrity races, the occasion was somewhat less formal. Throughout the afternoon sponsoring organizations as well as the vendors on hand were encouraging the public to sign waivers and get out on the water. I counted some seventy paddlecraft atop cars and trailers, on the beach, or out on the water, and an almost equal number of cars, vans, pickups, and station wagons. A considerable number did take the opportunity to try the great variety of canoes and kayaks on hand, ranging from an elderly couple who were curious about the difference between a canoe and a kayak before venturing out in a Wenonah to a young man who tried out and bought a K2 Olympic racing kayak.

When I asked Chuck Herrick of the Columbia Canoe Club about the Celebrity Race, he suggested that since there were no verifiable celebrities on hand except the club's own, they would probably put about four experienced paddlers in each of the war canoes, load them up with a complement of beginners, and then have at it. Readers in eastern Connecticut might consider join-

ing the Columbia Canoe Club, an organization that has turned out championship calibre paddlers, placed members on junior and senior national teams, and won national championships and international awards since its founding in 1960. Their emphasis is no longer exclusively on training young people for racing in Olympic style kayaks and canoes. For the modest price of \$25.00 a year a member can get instruction, use the club's facilities and boats, and participate in club-sponsored events. Call Sue Audette at (203) 456-4906 or Chuck Herrick at (203) 228-9114 for more information.

Report by Jim Lacey



Chuck Herrick of the Columbia Canoe Club, still cold and wet from a rolling demonstration.

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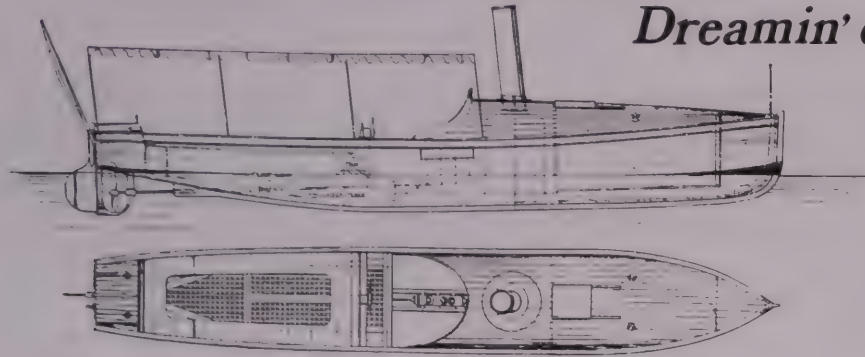
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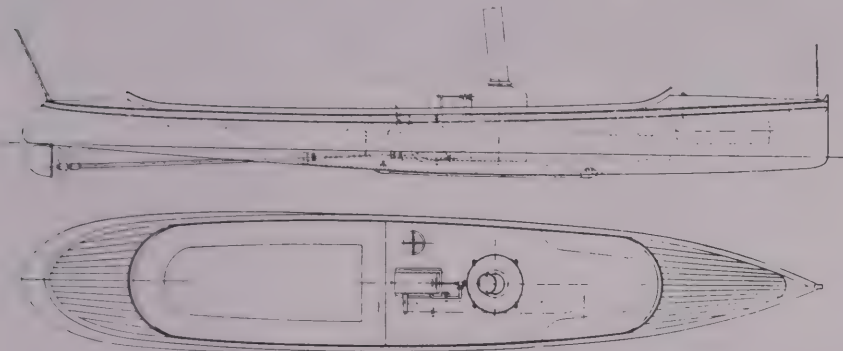
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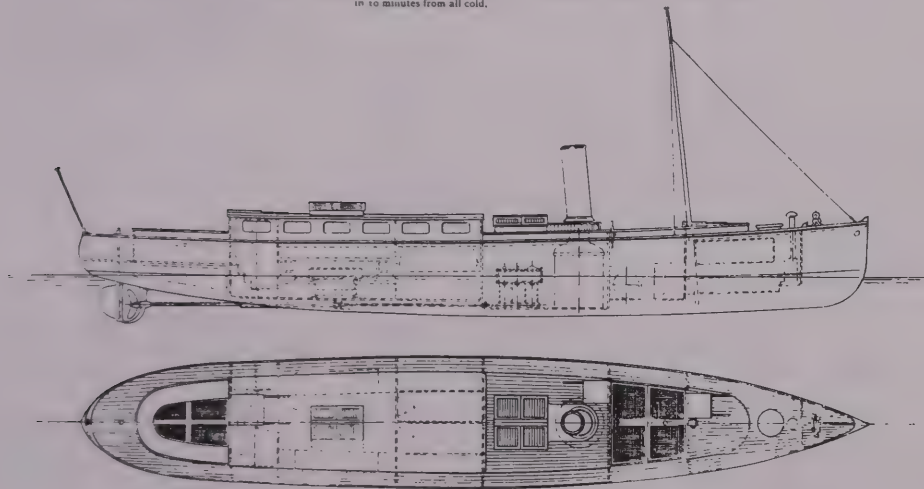
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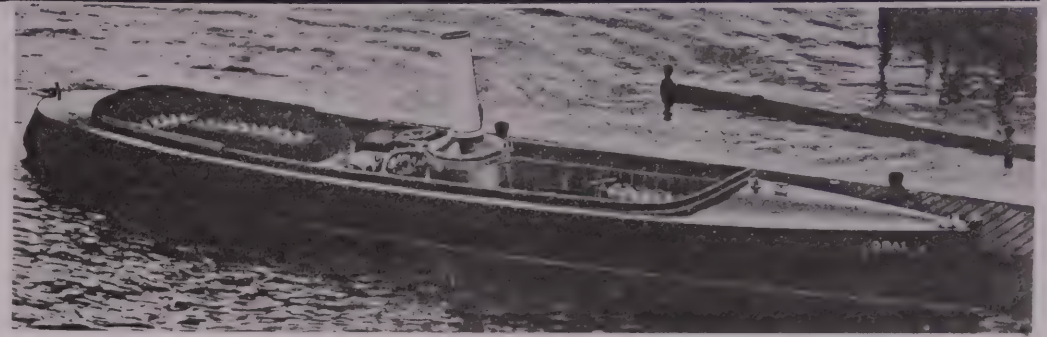


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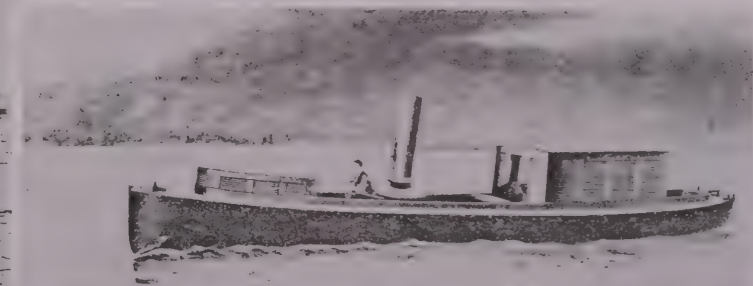
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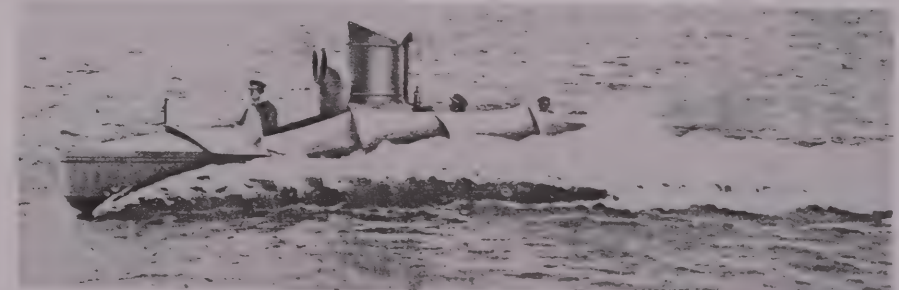
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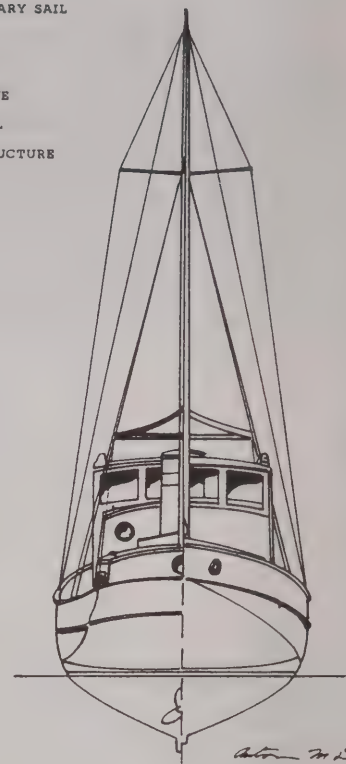
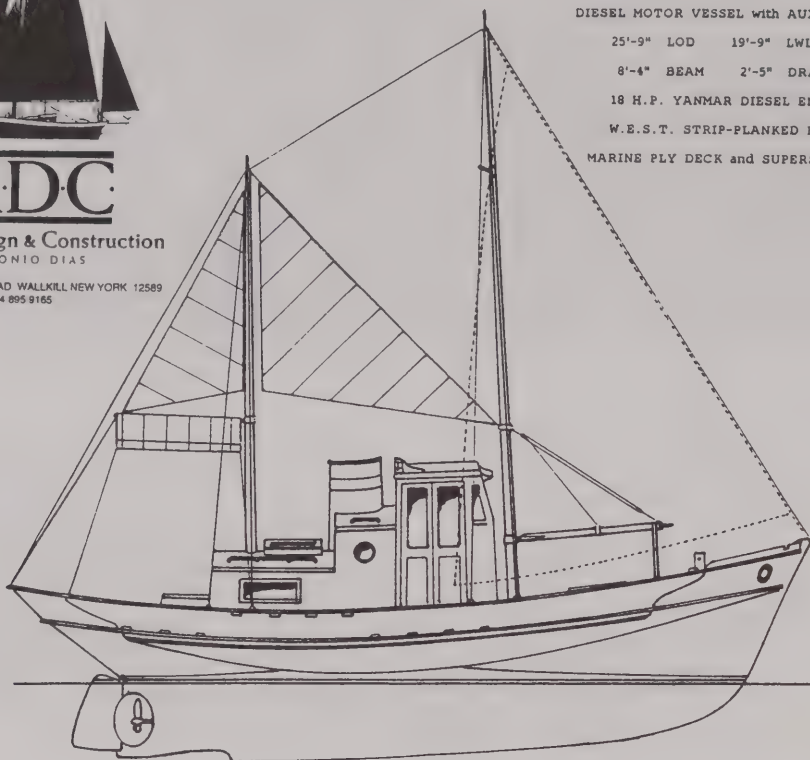
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18 H.P. YANMAR DIESEL ENGINE

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MARINE PLY DECK and SUPERSTRUCTURE



PENICHE SEINER YACHT

This new design has been percolating in my mind since 1976; when I first seriously looked at the Sardine Seiners all along the central coast of Portugal from Sesimbra (south of Lisbon) to Peniche (north of Cabo Rocha). These boats appeal to me because of their grace, their seaworthiness, and their striking and colorful decoration. They are usually larger than this new design; although some smaller ones are built as lobster boats under 30'.

The overall length of this boat is the longest that can be built in my shop, and also falls under 26' for the Nose Tax. (As if we needed more pressure towards shorter boats!). Within this length I have found it possible to provide a modest cabin area for two with sitting headroom over the seat/bunk area and standing headroom in the galley/head area, 35 well as in the wheel house. The engine fits under the

wheelhouse sole and the foredeck is left open with a large "cargo" hatch into the "hold". There is room to store a 6' pram athwartship, forward of the wheelhouse. The hold can be used for diving gear, to stow bicycles or mopeds. A hardy guest or two could also be accommodated down there in a pinch, or it could be fitted out as a scaled down Fo'c'sle for a couple of kids!

The afterdeck has a comfortable lounge space and docking gear storage under the seat, aft of the house. The side decks are raised in way of the house to provide height over the bunk cushions. The skylight provides an emergency exit from the cabin, as well as light and ventilation below. As drawn, there is a minimal head with standing headroom and just enough space to accommodate a porta pot. The door serves double duty to either close off the head

or the wheel house. Alternatively, the porta pot could go under a cushion or in the hold and that space could be given over to a Skippy woodstove vented out the faux funnel.

The rig as drawn allows for a vaning mizzen and an awning over the afterdeck along with a steadying sail and an off the wind auxiliary Genoa to alleviate the boredom of a long motor passage, as well as provide fuel savings.

The hull is a 100% displacement type. I am aiming for a 6-7.5 knot cruising speed. Displacement should be about 4,000 lbs with a prismatic up around .67-.68 to facilitate the fairly high speed/length ratio. At speed, the actual WL length should be about 21', so 7.5 knots would be a 1.63 sp/length ratio. Tankage would be outboard of the engine amidships. A steel worm shoe and some inside trim ballast would spread the weights out fore and aft as desired, to dampen pitching.

Construction could be traditional carvel, if the boat was to spend long seasons or year round in the water. I would build this boat in WEST strip planking with a plywood superstructure.

I envision this as a boat for a couple looking for relaxed, leisurely coastal cruising - the Maine coast, up the Hudson and across the Mohawk to the Great Lakes, the Intra-coastal to Florida. She should be quite seaworthy for her size. That would be the biggest limitation in regard to longer offshore hops. Now a 40' with modest superstructure would be another story! As I mentioned the fishing boats are in the 40-60' range, and the East Atlantic looks more like the Northwest Pacific in winter than our quiet summer seas.

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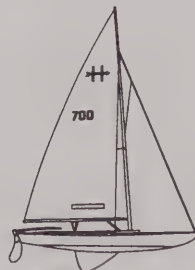
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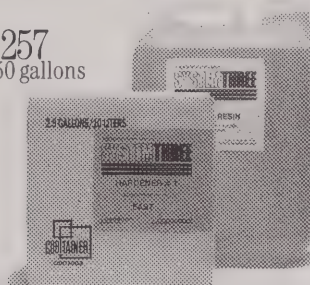
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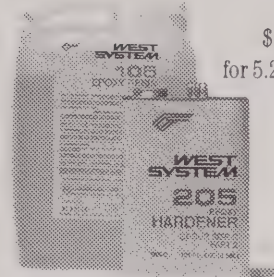
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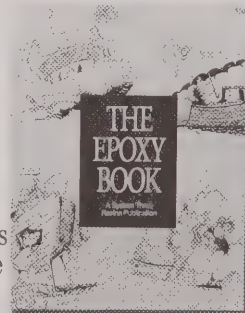
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CHAPTER I.

SOUTHVILLE. — CONCORD.

THE source of the Sudbury River is, I was about to say, among the clouds. It appears upon earth, however, in the form of two rivulets, one of which flows from Whitehall Pond, a beautiful sheet of water in Hopkinton, and the other, beginning from indeterminate places in Westborough, joins the Hopkinton branch just above Southville. Which is the Sudbury River we leave Hopkinton and Westborough to settle between them, although perhaps ere this, for aught we know, they may, in order to avoid controversy, have divided the honor. After the junction the river flows in an easterly direction to Ashland, and thence pursues a generally northeasterly course,

PREFACE.

It is the author's purpose, in the following pages, to describe trips he has taken in a skiff, from summer to summer, on one or another of our home rivers.

The initial article, appeared, in part, originally in the Boston Courier, and the Cruise on the Housatonic in the Springfield Republican; while the trip on the Nashua is now published for the first time.

H. P. F.

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I. AN INLAND VOYAGE ON THE SUDBURY, CONCORD, AND MERRIMAC RIVERS.

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CONCORD. — NEWBURYPORT
PRACTICAL SUGGESTIONS

II. AN AUTUMN CRUISE ON THE HOUSATONIC.

CHAPTER I.

PITTSFIELD. — LEE

CHAPTER II.

LEE. — GREAT BARRINGTON

CHAPTER III.

GREAT BARRINGTON. — KENT

CHAPTER IV.

KENT. — STRATFORD

III. THE NASHUA RIVER.

CHAPTER I.

WEST BOYLSTON. — LANCASTER

CHAPTER II.

LANCASTER. — GROTON

CHAPTER III.

GROTON. — NASHUA

until with the Assabet, in Concord, it forms the Concord River.

It was the desire of the writer and a friend in taking a boating trip down the river to obtain a rowboat at the pond at Hopkinton; but it appeared to be difficult to procure a suitable craft, and it seemed very doubtful whether the branch from the lake, in its several miles of flow to the other branch, was navigable; so we concluded to take a skiff to Southville and start from there.

By virtue of an order of Mr. Hobart, station-master of the Boston and Albany Railroad, we had our skiff put on board the baggage car of the seven A.M. train from Boston, upon the payment of one extra fare, seventy cents. We arrived at Southville soon after eight o'clock, and were obliged to wait in the station a couple of hours on



account of a severe thunder shower. As the clouds were breaking away, we carried our boat on a wheelbarrow to a stone bridge, with a single small arch, about two hundred feet from the station, and launched her on the right-hand side, and, having embarked with the baggage, pulled down stream. The river was barely wide enough to allow free play to the oars. The water was sufficiently deep, however, though the river most of the way was filled with beds of long, limp, gently winding blades of grass. Halting at a leaf-embowered bend midway between Southville and Cordaville, we partook of lunch in a beautiful stretch of sloping woods amid moss-gray boulders, and at high noon were again on our way.

We soon pulled over a pond and came to the mill-dam at Cordaville. The bed of the river below the dam was dry, so, disembarking, we carried our boat around the mill on the left-hand side (left, facing down stream), and deposited her at the bottom of a deep tail-race, and patiently waited for the mill to begin work so that we might float away on the waste water. Soon we heard the machinery in motion and quickly the water rose in the canal and soon carried us forward under an arched stone bridge into the river. We then had rather difficult work in pushing and poling for about a mile until we came to the dam at Chattanooga, having unwisely hurried on in the shallow channel instead of waiting for the waste water from the mill to raise the stream. We were compelled to pull the boat over several rocky places, however, which are impassable in a boat at all times, except, perhaps, when the water is high, as in the spring. As we were pushing through one place where the stream was completely blockaded with overhanging bushes, Bow found just beneath his hand a bird's nest in which were three light blue eggs.

We hauled up near the sluice-way in front of the mill and carried our boat on a wheelbarrow about three hundred feet over a road past the right of the mill, where the proprietor, Mr. Aldrich, who had kindly loaned us the barrow, came out with his boys and wished us good luck on our voyage. We pulled under a bridge of the Boston and Albany Railroad, which crosses the river just below

the mill, and had a delightful row in a narrow, deep channel with a fine current, until we came to a deserted dam. We pulled to shore on the left-hand side and hauled the boat over the framework of the sluice-way to the embankment, and thence into the canal below, where, in still water under arching trees which cast deep shadows, we poled the boat for about a hundred yards until we emerged into a pond. Crossing this pond we came to a low dam. We pulled the boat over the middle of the dam in a few minutes, but then were obliged to get out and drag her through several gravelly shallows two or three hundred feet to a bridge, and thence had difficult navigation a short distance further, until we entered the pond at Ashland.

About six o'clock we came to the dam and stopped on the right-hand side thereof, at the head of the sluice-way. Below the dam is a series of extensive buildings which were intended to be used as print-works, an industry that, on account of the injurious effect of the dyes upon the stream, unfortunately had to be abandoned, when Boston took the Sudbury River as a source of its water supply. Only a portion of the premises is now occupied as a thread-mill. Below the dam, for nearly a third of a mile, the bed of the river was so shallow that it was impossible to float the boat, so we endeavored to procure a conveyance to carry the boat around by the road.

While waiting on the bank a number of Ashland gamins crowded around and were altogether a saucy lot. We could obtain no conveyance of any kind, so, as it was growing dark, and we wished to get further down stream away from the Ashland gamins, to pitch our tent, we carried the boat through the mill-yard, and with friendly assistance after a while put her into the water below the first road bridge. The stream was still very shallow, however, so we alternately carried along the bank or dragged the boat through shallows to a place about half a mile below the dam. When embarked and once more able to row, it was quite dark. Pulling on, we several times got into wrong channels, and soon found that we were in a labyrinth, in which it was as difficult to find an outlet as it is to trace one's way through the puzzling mazes of Rosamond's Bower. In the course of a half-hour, however, after meeting many obstructions, we passed under a bridge and continued on along past several houses, which we afterward discovered were in the lower part of Ashland. As we rowed by the last house a little girl cried out in the darkness, "Halloo! who are you?" We said, "Boating on the river," and bade her good-night. She responded, "Good-night," and added, in tender treble, the kindly invocation, —

"May you sleep tight,
Where the bugs don't bite!"

Immediately below, we pulled under a bridge, but after rowing on about half a mile we found that we were en-

tangled in a multitude of winding and shallowing bayous, with long marshy grass on every side and a causeway in front, and merely a glimmering landscape around. We were indeed completely baffled, and as it was eleven o'clock we put back to the bridge, and after vainly trying to get directions for our course we concluded to stop at one of the houses. The young man who acted as our cicerone talked the true middle-of-England dialect, as it appears in Griffith Gaunt and Nicholas Nickleby. His peculiar pronunciation of "meestur" was very pleasing, and especially pleasant the tones of his voice as he rapped up Mr. Pratt, who, in most hospitable fashion, as we had been assured would be the case, took us in and rid us of the chief difficulty of our situation until the morrow.

Upon crossing the bridge early in the morning to embark again, we readily discovered the cause of our erroneous wandering the night before. The course of the river was very similar to the shape of the letter V. As we proceeded along we had come to the bridge at the apex of the V, as it were, and of course, naturally enough, in the darkness, immediately rowed under it. The river, however, instead of flowing under the bridge, turns sharply to the northeast, and we should have rowed up the other side of the V, as it were.

In a few minutes we were rowing in front of the bridge, and soon left it in the rear. In about a third of a mile a low dam compelled us to make a very short carry on the left side, and we then entered the first of the city reservoirs. We hauled over a low dam at the end of the first pond on the left, a very easy obstacle to pass, and after a pull over another pond with the Boston and Albany Railroad on our right, we came to a low causeway, over which we hauled the boat, and then pulled through a long stretch of water to a very high dam, guarded on the right by a small but very artistic gate-house, wherein are the gates for regulating the supply of water, and several hydrometers. The row in the deep water basin under the hot sun had been pretty warm, so we lingered in the shade of the gate-house on the dam before undertaking the fresh task of getting the boat over. It was hard work to pull the boat to the top of the embankment on the right of the dam (which is about twenty-five feet high), over the heavy masonry, at an angle of about forty-five degrees. The descent, however, on the lower side, was comparatively easy, and we were soon pulling across the last reservoir to dam number one.

Bow was quite surprised to ascertain that number one was the last dam, there having been much talk about dam number one, dam number two, and dam number three; he naturally supposing that number one was the first, instead of the last, of the series. We found the water of the last pond filled with innumerable fine particles of the vegetable matter which has been the occasion of so much disturbance to the citizens of Boston and their water-board, from time to time, for the past several years. The

phenomenon appearing in only one pond, and there developed to such an extent, is certainly very remarkable. Experts have declared, however, that the matter does not impair the purity of the water, though we did not care to drink it.

Dam number one we found almost as difficult to get by as dam number two. We carried over on the right and lowered the boat over quite a high stone wall below the gate-house into the river. Only one hundred and forty thousand gallons of water are let through the dam each day to supply the mill at Saxonville, and consequently the river-bed was quite shallow. Stroke kept in the boat, and after poling by a number of rocks in a few minutes reached comparatively clear water. The going continued to improve, and ere long we came to the camp-meeting ground at South Framingham. Rowing on through a long, narrow pond we came to a short, low dam. We let the boat float over with the fall of water under a house at the middle of the dam, and below had to get out at brief intervals and pull over several gravelly shallows. The going soon became good, except at rare intervals where a shallow compelled us to push along or get out of the boat and haul through. The water was clear, however, and the banks lined with trees, and, except when we came to an arched stone bridge and saw some men mowing, our course for about two miles was along a narrow, winding stream, exceedingly pleasant. We passed a number of piles of stones heaped up in the form of round bee-hives; and on one a water-snake (I think he must have been asleep), threatened with an oar, maintained his position until thrust off. After a while the river wound in more open country and then again amid a hilly country with thick woods on every side. It was noon and the sun was shining hot. Not a breath of air was stirring, but we kept on, wishing to get below Saxonville at as early an hour as we could and go into camp.

Emerging from the woody banks, we crossed a pond and came to a deserted dam, which is about two miles above Saxonville. The dam is broken on the right side with the water at the same level below as above, and we found that we had just room enough to pass between two iron axles, each surmounted by a huge iron cog-wheel, high in air, that formerly composed part of the machinery of a grist and lumber mill. We pulled over the buoyed race-course on the upper part of the Saxonville pond, and at the ice-house a huge cake of ice was thrown into the pond for our benefit, where it looked very odd floating about in midsummer. We soon came in sight of the mill and houses at Saxonville, and about two o'clock hauled ashore on the left-hand side of the dam and had our boat transported through the town by the Adams Express, and put into the water near a livery-stable by the railroad-station.

(To Be Continued)

Bolger on Design

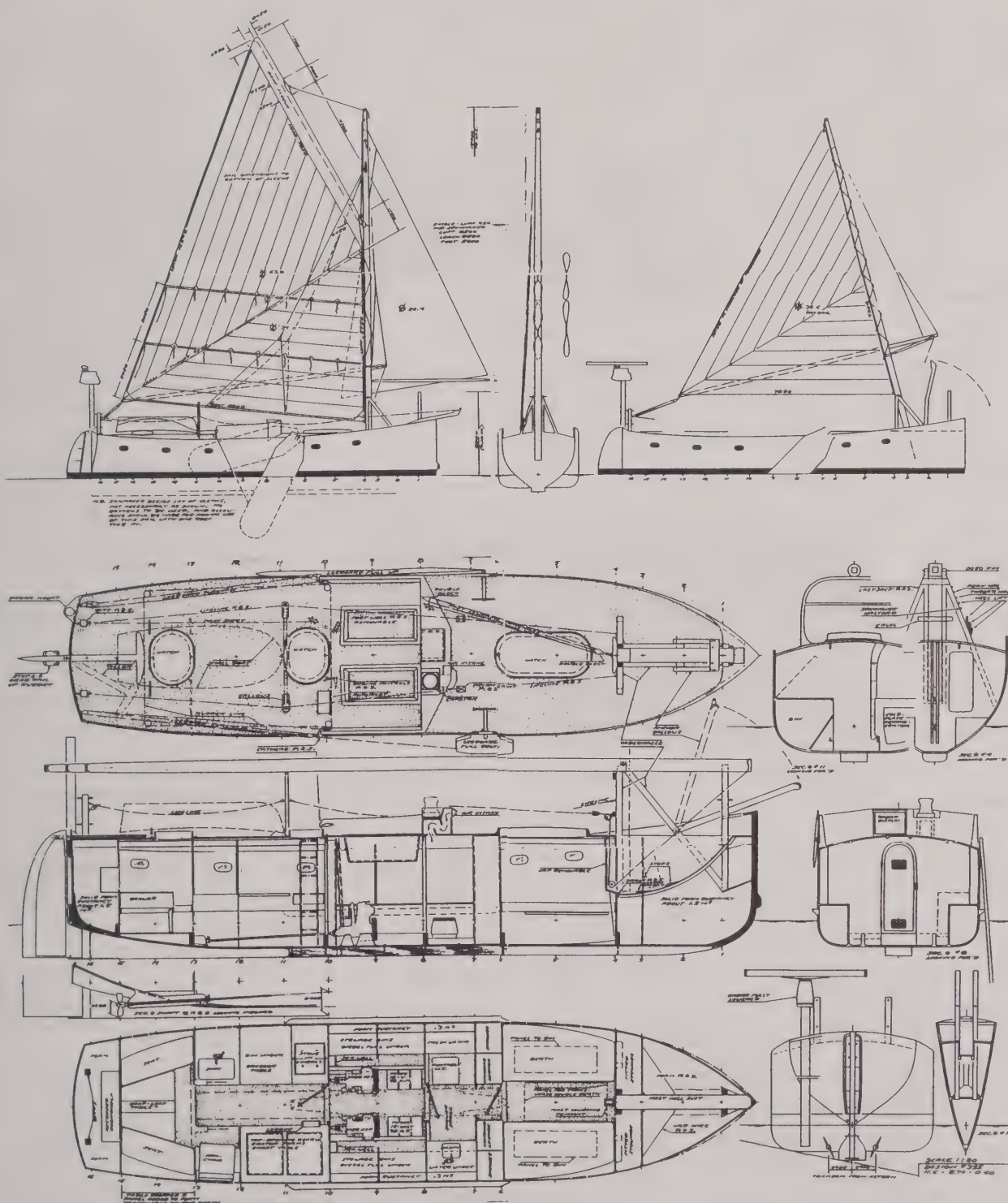
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The owner-builder of this boat has immense experience and knew exactly what he wanted to accomplish. He lived aboard her for twelve years mostly around the Caribbean. Then he came back for a straight power boat with a 5,000 mile range, having concluded that the rig was more trouble than it was worth.

She was designed to keep the sea in any weather. The floor space in the after cabin was sized to make a sleeping cocoon that a sleeper couldn't be thrown out of

short of a rollover. She is twin screw to allow use of the leeward propeller in the worst conditions, with some sail set to keep it buried in spite of her two-foot draft. The engines are small enough to hand start, but she has 360 amp-hours battery capacity to run the 1,000 lb. electric capstan, the powerful radar and the autopilot. The big gaff cat rig was intended to be used reefed much of the time, and I think, in fact, the jib headed tri-sail was used more than the gaff sail.



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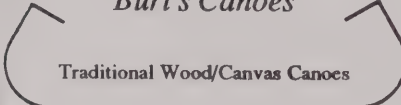
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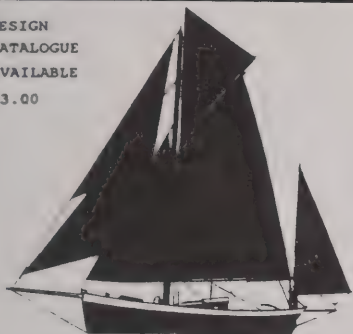
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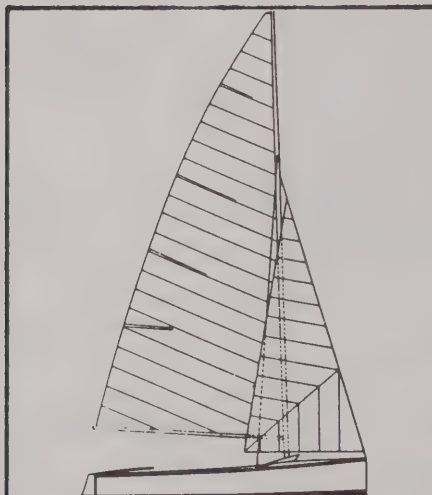
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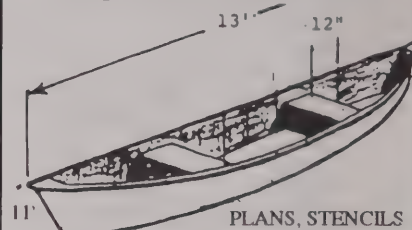
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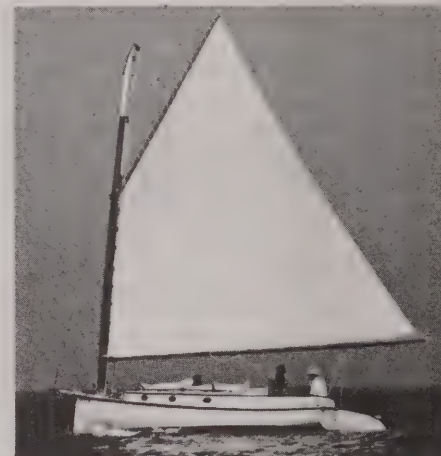
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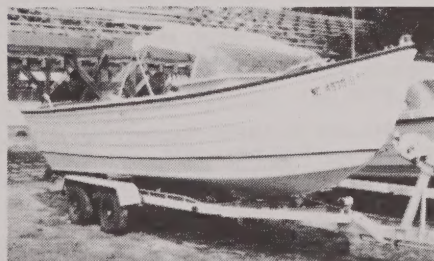
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14'7" MAD RIVER CANOE, kevlar "Slipper" solo model. An elegant stable canoe that excels in difficult conditions. Shallow V-bottom, substantial flare, has contoured cane seat, accommodates both sitting and kneeling paddling positions. Replacement cost \$1,469, this almost new "Slipper" is only \$750.

DOUG MACLENNAN, York Beach, ME, (207) 363-6314. (3)

14' STURDEE CATBOAT, 1980, incl 1978 4.5hp Merc OB w/gearshift (FNR), galv Lady Bee tilt trlr w/winch & mast support. B.O.

ED BURR, Amston, CT, (203) 228-9650. (3)

1965 SEASPRITE SLOOP (weekender model) Hull #138, FG, exc cond. New rigging, wiring, cushions & pine interior. 5 sails, winter cover w/frame, new 4hp Johnson Twin OB & Jamestown dinghy. Ready to sail. A much loved boat. Spec sheet available on request. \$4,900.

PAT LANG & KEVIN CONNER, 12 Johnson St. #2, Warren, RI 02885, (401) 245-2432 or (401) 453-8566. (3)

WHY SPEND MORE? Thule 1050 Autorack w/58" bars; ideal for those kayak/small boat carrying cars w/rain gutters. Used only a short time. \$65 OBO. Can be picked up in Boston area or shipped.

KEN FINK, Box 120, Walpole, ME 04573, (207) 644-8329. (3)

7-1/2' DYER JR. SAILING DINGHY, mahogany seats, all bronze fastened, new ash rails & rub rails installed. Compl restored, better than new, w/oars, mast & boom, good sails, rudder, tiller & dagger board. 2hp British Seagull incl runs great. Boat & motor \$2,000, w/o motor \$1,800.

CLARENCE WALL, Westport, CT, (203) 227-7175. (3)

MARINE BOOKS from private collection. Hardbacks, soft covers, paperbacks, catalogs, etc. Also a few aviation titles. SASE for list.

A. BENNETT WILSON, JR., Box 380, Topping, VA 23169. (3)



1983 HALMAN 20, w/'89 9.9 Johnson w/alt & elec start. Roller furling, 3 sails, vang/preventer, manual & elec bilge pumps, semi-private head, galley, cabin heater, anchor, VHF, depth, fenders, etc. Slps 4, launchable from trlr w/custom tongue extender. Well maintained micro-cruiser. \$10,000 or offer.
ROBERT CLARE, Glendale, WI, (414) 228-7802. (3)

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RICH HILSINGER, Brooklin, ME, (207) 359-4651. (3)

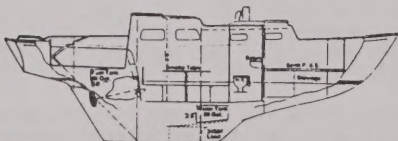
WANTED. 16' round bottom yacht tender, any cond. Good price paid.
JOHN STILGOE, Norwell, MA, (617) 659-2090. (3)

WANTED, Delaware Ducker in gd cond. Joey or Susan Schmidt, Durham, NC, (919) 932-3420. (3)

MFG SUPERSTAR, FG SAILBOAT, alum mast, SS stays & fittings, dacron sails. Hull nds work. Trlr available. \$750.
LAUREN DEARBORN, Andover, MA, (508) 475-9253. (3)

18' FENWICK WILLIAMS CATBOAT, 1989, cedar on oak, Kermath marine engine. Slps 2, Edson steering gear, cockpit & winter covers, sturdy cradle, dacron gaff rig sail, cushions, stove, porta-potti & extras, \$22,500. Hauling to you can be arranged.
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BOB SILVIUS, Freeport, ME, (207) 865-3947. (3)



BRISTOL 29 SLOOP, 1971, MJG, storm jib, cruising spinnaker, VHF, autopilot, well maintained. Herreshoff design. \$15,500.
VICTOR MASLOV, N. Reading, MA, (508) 664-6648. (3)

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PETER WATTERS, 55 Magazine St. #52, Cambridge, MA 02139, (617) 492-6467. (3)

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FORCE 5 PARTS, CB, rudder & sail in exc cond. BO.
BRUCE WEIK, Portland, ME, (207) 797-8462. (3)

1929 24' CHRIS CRAFT COMMUTER. Made from triple cockpit. See Sept. '89 "Classic Boating" pg. 4 photo album for picture. M engine, Hull #2314. Gd cond. \$14,000 OBO.

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JOHN, (908) 988-3211. (3)

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ALDEN "O" BOAT SLOOP, blt late '30's or early '40's. 18' open cockpit daysailer. Wood, cedar over oak, new Duradon tan-bark sails, new running rigging, lazy jacks, new varnished brightwork, new canvas decking, new cover, new galv keel support trlr, British Seagull OB, spruce mast, matching boom, misc gear. Dark green hull, gold accent stripe, beige deck, tan seats. A carefully maintained classic wooden boat, easy to sail, easily trailered and easily downrigged, with a graceful sheer, a real eye-catcher.

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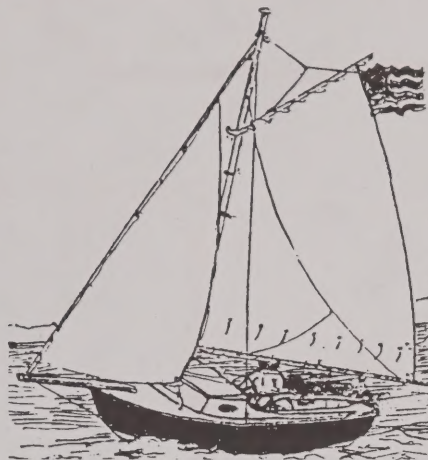
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BILL WOODHEAD, Cambridge, MA, (617) 242-4480 (days), (617) 547-9665 (eves). (3)

WAVE PIERCER, 17'x20" kevlar/epoxy kayak, Olympic spec by West Side Boat Shop. Exc cond, \$800.

BOB PORTER, Ipswich, MA, (508) 356-7794. (3)

22' CATALINA SAILBOAT, 1988. Wing keel, 6hp Johnson, Shoreline trlr, 150% genoa, kick-up rudder, depth finder, knot meter, compass, many extras. Will consider trade for smaller wood or FG sailboat + cash. \$10,500.

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Flash point: 200°
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Mix Ratio: 2:1

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Pot Life: 40-50 minutes at 70°
Mix Ratio: 2:1